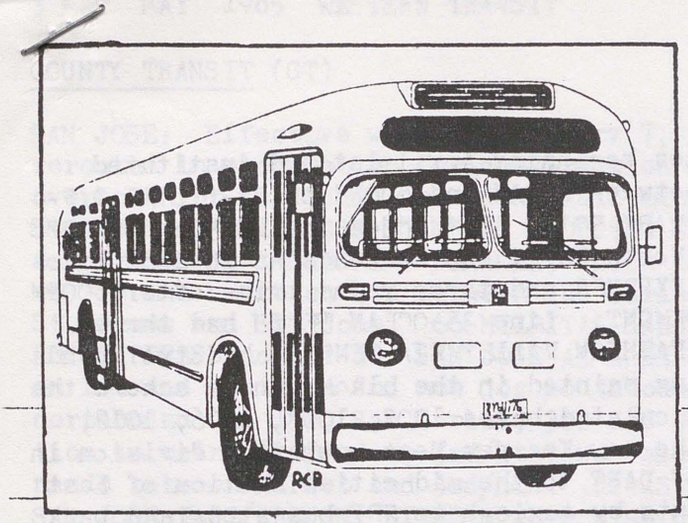


Western Transit

Monthly Publication of The Western Transit Society

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HUMBOLDT TRANSIT AUTHORITY (HTA)

EUREKA: On March 1st HTA's Superintendent of Operations Robert A. (Bob) Burrowes retired after a career of 47 years in the public transportation business including ownership of two different small companies. Bob had been with HTA since 1980 initially as the Executive Director and most recently as Superintendent of Operations. He was also associated with NATIONAL CITY TRANSIT, RIVERSIDE TRANSIT AGENCY and CULVER CITY MUNICIPAL BUS LINES in recent years. Bob gained an extensive knowledge of the transit industry over the years and has been contacted by people writing books on transit, primarily from a historical perspective. (Ed. Note - Bob has been a WTS member for many years and has contributed many of the stories and equipment spottings that have appeared in WT over time including some stories in this issue).

EUREKA TRANSIT SERVICE (ETS)

EUREKA: The City of Eureka has hired a full time Transit Coordinator to assume the responsibility of the transit system for the city. Actual operations are performed by contract (currently BISHOP TRANSIT SERVICES until June 30th and by HUMBOLDT TRANSIT AUTHORITY after July 1st (WT 4/8 The State Controller's Office has criticized the City in the past as no one at City Hall was able to answer questions about the transit system when the annual audit was performed. With the new Transit Coordinator these questions will be able to be responded in a responsible manner. Jim May, former HTA bus operator (#1 in seniority) who has been doing some consulting on the sid in the areas of grant applications, was selected for the Coordinator position. The present ETS fleet consists of four 1984 Bluebird All Americans plus one 1979 Argosy and one 1980 Microcoach. Grant requests are now being prepared to replace the two older buses using Section 18 funds.

CALIFORNIA METHANOL BUS PROGRAM

SACRAMENTO: Under the direction of the California Energy Commission a one year program is being tested to determine of the practicality of using methanol power in public transportation. GOLDEN GATE TRANSIT was selected as the test property and a methanol fuel station has been installed at the San Rafael headquarters. One General Motors RTS II bus and one M.A.N. New Look bus are the vehicles involved. GM has developed a methanol bus engine, using electronically controlled fuel injection, which operates like a true diesel - no spark plugs to ignite the fuel. M.A.N., a pioneer in methanol bus development, has built an engine which adds "Spark" to assist the burning of the methanol fuel. These buses will be compared with similar buses using standard diesel engines. GGT passengers, bus operators and mechanics are being asked to provide their evaluatio of the buses during the demonstration.

SUPPORT THE SOCIETY BY ATTENDING THE MONTHLY ENTERTAINMENT MEETINGS THE SECOND SUNDAY EACH MONTH

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: SDTC increased evening service on five lines beginning April 1st and instituted all day Saturday and Sunday service operating hourly between 800AM and 600PM on 43-ALLIED GARDENS-FASHION VALLEY-SAN DIEGO. Weekdays Line 6-NORTH PARK-POINT LOMA added an 810PM and 910PM trips from Point Loma and 910PM and 1010PM trips from North Park. On Weekends an inbound trip after 600PM was added on 20-RANCHO BERNARDO-SAN DIEGO EXPRESS and three round trips after 800PM weekdays were added on 25-SAN DIEGO-KEARNEY MESA-CLAIREMONT. Line 35-OCEAN BEACH had three round trips after 900PM added on weekdays and 41-UCSD-FASHION VALLEY VIA GENESEE had two round trips after 800PM added. Additional buses are now being painted in the black window scheme the Gilligs arrived in - T8H5307As 806 and 807 and MAN articulated buses 1002, 1003, 1006, 1012, 1039 and 1042. Scheduled to open later this year is the new Kearney Mesa operating division in the northern part of the SDT service. The expansion of DART to the mid cities section of East San Diego will be happening also. DART carries residents by taxicab to SDT bus stops and back and stands for Direct Access to Regional Transit.

THE CITY SHOPPER (TCS)

ORANGE: During February the two routes and schedules of the City Shopper services connecting the hotels and motels in the Disneyland area with The City Shopping Center in Orange were change Monday thru Friday service operates every 40 minutes between 930AM and 900PM, Saturday service is 40 minutely between 930AM and 600PM while Sunday service runs between 830AM and 500PM also on a 40 minute headway. The service is operated under contract by YELLOW CAB OF NORTHERN ORANGE COUNTY using Dodge vans. Route A serves Ramada Inn, Grand Hotel, Jolly Roger, Hilton Inn At The Park, Hilton Towers, Marriott, Holiday Inn, Quality Inn and Crystal Cathedral. Route B serves Howard Johnsons, Sheraton, Conestoga Inn, Disneyland Hotel, Emerald Inn, Inn of Tomorrow and Crystal Cathedral.

SIMS EXECUTIVE AIRPORT SHUTTLE (SEAS)

LOS ANGELES: Effective April 1st SEAS changed its LAX DOWNTOWN LOS ANGELES route to serve several different hotels and instituted a pattern of service which calls for 14 trips to the airport at a rough hourly headway using two vans and 30 trips from the airport at a rough half hourly headway using three vans (two of the vans appear to make round trips while the third off routes between each pair of "from the airport" trips. Hotels served on a scheduled basis include Olympian Hotel, Holiday Inn Downtown, Mayfair Hotel, Embassy Hotel, Holiday Inn Convention Center, Vagabond Hotel and University Hilton. Hotels served on call to LAX only from downtown include Biltmore, Sheraton Grande, Sheraton Townhouse and Best Western.

AMBUS TRAIN CONNECTING SERVICE (AMBUS)

LOS ANGELES: Schedules were revised on April 28th on AMTRAK's SAN JOAQUIN Route passenger trains and AMBUS time schedules were modified for the new train times. In addition, the LOS ANGELES-BAKERSFIELD route now operates over two branches, one continuing via Glendale with a new alignment via Pasadena so that there are now two buses on the daytime services. The RIVERBANK-MODESTO connecting bus service (three round trips each day) has been discontinued. This service was inaugurated only last October 1st.

GRAY LINE OF LOS ANGELES (GLOLA)

LOS ANGELES: March 29th saw the reinstatement, for the summer season, of three GLOLA tours - #6-Queen Mary, Spruce Goose, Harbor Cruise, Ports O' Call Village: all day Marineland and Ports O' Call # 20 and Tour # 22- all day Catalina Island Cruise. Beginning on May 1st is NEW Tour #15- three quarter day NBC Studios, Lawry's California Center and Hollywood Museum. Discontinued was Tour #3-the one and one quarter hour Beverly Hills-Movie Stars Homes. The GRAY LINE PASSPORT program has been expanded to include two options - a 2 day (2 tour) Passport for $60 and a 3 day (3 tour) Passport for $88 with both Passports excluding Tour 16-The Night Club Tour which is available on either package for an added $11.

COUNTY TRANSIT (CT)

SAN JOSE: Effective with the January 7, 1985 Sign Up lost bus routes in downtown San Jose were rerouted in preparation for construction of the Transit Mall (which will include tracks and overhead for the Guadalupe Light Rail Line) on 1st and 2nd Streets between San Carlos and Julian Streets. 23-SAN JOSE-STANFORD SHOPPING CTR, 24-SAN JOSE-STANFORD UNIVERSITY, 68-SAN JOSE-GILROY and 72-SAN JOSE-CHERRY & ALMADEN, which terminate downtown, had their loops changed to run north on 3rd and south on 4th between San Carlos and St. James with a new layover point on 4th between St. James and St. John. 66-MILPITAS-SANTA TERESA, 75-ALVISO-SANTA TERESA, 160-NO. SAN JOSE-GILROY EXPRESS and 162-NO. SAN JOSE-ALMADEN VALLEY EXPPESS, which formerly ran thru the CBD north on 1st and south on 2nd now jog southbound via 2nd, St. James, 4th and San Carlos to 2nd and northbound via 1st, San Carlos, 3rd and Julian to 1st. 64-SANTA CLARA-ALMADEN VALLEY, in addition to being shifted to 3rd/4th, was also diverted off Santa Clara one block south to San Fernando between Market and 3rd/4th. 82-1ST & GISH-WESTGATE, 85-10TH & HEDDING-MOORPARK and 180-SAN JOSE-BART/FREMONT EXPRESS were also changed to 3rd/4th. 22-MENLO PARK-EASTRIDGE was shifted from Santa Clara to San Fernando between Market and 3rd/4th and 65-SAN JOSE STATE-ALMADEN VALLEY VIA LEIGH was similarly shifted between Market and its San Fernando, 7th, Santa Clara, 4th ccw terminal loop at SJSU. Other changes implemented in January included 22-MENLO PARK-EASTRIDGE had daytime service between Palo Alto S.P. Depot and the Menlo Park S.P. Depot reduced from 10 to 20 minutely weekdays and from 15 to 30 minutely weekends/holidays in order to relieve curbside congestion in Menlo Park. With the added 3 minutes running time required for the downtown San Jose detour and other schedule adjustments bus needs increased from 26am-26base-30pm to 26-28-29 weekdays and from 18 to 19 on weekends. 35-MENLO PARK-FOOTHILL COLLEGE was rerouted in Mountain View to run from San Antonio & El Camino Real via ECR, Showers, California, Pengstorff and Middlefield inst ad of continuing straight along San Antonio. 50-EL CAMINO-HOSP-MTN VIEW S.P. DEPOT-SAN ANTONIO SHOPPING CTR replaces midday only 92 over the exact same route except that the first two am trips reverse the large cw loop thru northern Mtn View. Operates hourly 6AM-6PM weekdays using one bus. 53-SUNNYVALE S.P. DEPOT-WESTGATE replaces midday only 99 over the identical route except changed in downtown Sunnyvale to run on McKinley between Sunset & Mathilda. Operates 6AM-6PM weekdays only on hourly headways using two buses. The upgrading of Rts. 92 and 99 brought an end to the 90-99 series weekday off peak only lines started in early 1975 and all eventually either absorbed by other routes or converted to full time service and renumbered. 61 was shifted to run from San Tomas & Saratoga via Saratoga and Scott and redesignated 61-CAMDEN & BRANHAM-LOCKHEED VIA SCOTT. 64-SANTA CLARA-ALMADEN VALLEY had the weekday alternate trips and all weeekend tripswhich operate over the extension south of Almaden Road and Via Valiente along Almaden to the rural community of New Almaden detoured to run Via Valiente, Camden, Harry and Almaden Expwy to Almaden Rd and regular route to New Almaden. This extension added 1 bus to the line. 75-ALVISO-SANTA TERESA HOSP. was extended on 4am/4pm weekday peak trip from its Santa Teresa terminal to serve the IBM and Fairchild plants on a large one way loop. 82-ROSEMARY GARDENS-WESTGATE VIA DTN SAN JOSE increased the number of trips diverting east off 4th via Younger, 7th and Commercial to serve Goodwill Industries and the Food Bank from 1 to 2 northbound and from 1 to 3 southbound. 85-10TH & HEDDING-VALLEY FAIR, the last ex SAN JOSE CITY LINES local route (#5) to survive virtually unchanged since the CT takeover on 1/1/73, dropped its western terminus at Valley Fair shopping center in favor of a westward extension along Moorpark Ave. from Winchester to Lawrence Expwy and was redesignated 85-10TH & HEDDING-LAWRENCE & MOORPARK. The seven minute increase in running time caused addition of another bus to maintain the 30 minute headway. 87 was redesignated STORY & MCLAUGHLIN-SCOTT & EL CAMINO VIA VALLEY FAIR as it was extended on both its east and west ends and an additional bus added to maintain half hourly headways. 120-BART/FREMONT-LOCKHEED/MOFFETT PARK EXPPESS had its cw Lockheed terminal loop modified to run along G St, 5th, Mary and 3rd. Special service provided for National Football League Super Bowl XIX at Stanford Stadium on January 20 consisted of the following: 1) 49ers Park & Ride Service (for Super Bowl ticket holders only) from the regular football season Candlestick Park 49ers special pick up points at Branham & Camden (100PM), Fruitdale K-Mart (115PM) and Vallco Park (120PM) at the regular $4 round trip fare, followed regular 49ers special routes to US 101 and Embarcadero Rd in Palo Alto, thence via Embarcadero to Stanford Stadium at El Camino Real, 2) San Jose Airport via Guadalupe Pkwu, US 101 and Embarcadero to ECR as required from 1100AM at a $10 round trip fare, 3) Palo Alto Airport via Embarcadero to ECR as required from 1100AM at $5 round trip, 4) Augmenting regular service on Line 22-MENLO PARK-EASTRIDGE.

COUNTY TRANSIT Continued

Due to the closure of Stanford Shopping Center and the Campus between 900AM and 900PM 23-SAN JOSE-STANFORD SHOPPING CTP terminated at Palo Alto S.P. Depot and 86-STANFORD UNIVERSITY-MAYFIELD MALL terminated at ECP and Stanford Shopping Center. Santa Clara County Transportation Agency Director James H. Graebner, who has announced his resignation last June 26 left the post on November 1 after a tenure of 6½ years and assumed a vice presidency with the Canadian consultant firm, Urban Transit Development Corp (UTDC) in Hamilton, Ontario. Graebner, whose career began in rail car manufacture with Pullman-Standard, had held management positions with several transit properties and came to the Agency from the post of Director of the Rhode Island Public Transit Authority (RIPTA). He was credited with transforming the fledgling CT, then barely five years old, from a trouble ridden operation to a first class, regionally coordinated bus network. A strong proponent of rail transit, Graebner devoted much personal effort toward saving the Southern Pacific's San Francisco-San Jose commute service (now CalTrain) from abandonment and to obtaining UMTA funding for the 21 mile Guadalupe Corridor light rail line now under construction. Louis M. Montini, Deputy Director for Transportation Development, has been appointed Acting Director pending selection of a permanent replacement. Montini's service with the County predates formation of CT in 1973. On January 8 the CT Board of Directors (County Board of Supervisors) authorized transfer of 59 surplus GMC 40 foot New Look buses to the County General Services Agency for disposition. The buses will be sold as is, where is (Agnews Coach Yard) in one lot. Preparation for sale includes painting out all CT logos and stripes, removal of fare boxes, emitters, headsigns, radios, fire extinguishers, hazard markers, timetable holders and Isringhausen operator seats. The buses were all purchased second hand from and rebuilt by Nimco. They are as follows:

4600-36, 38-55	TDH 5302	1960-61	Ex TNJ P300s, P400s and P300s
4815	TDH 5302	1962	Ex WMATA 5957
4843	TDH 5304	1964	Ex WMATA 6315 (A/C)
4877-4878	TDH 5302	1960	Ex TNJ P414 and P421

4637 is the last of the 4600s, consisting of fifty six former TNJ buses which were originally leased (December 1978), then rebuilt and purchased (October 1979) to remain in service.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Last November 1 the new $4.6 million Watsonville Maintenance and Operations Facility was dedicated. Located on 9.4 acres at the end of Sakata Lane off Riverside Drive, the facility began operating on December 6 as the site for all heavy repair, body work and component rebuilding for SCMTD's 100 bus fleet. This work was formerly performed under contract by the City of Santa Cruz at their maintenance shops across the street from the system's administrative headquarters and main operations base at 1200 River Street in Santa Cruz. Within the new 50,000 sq. ft. building are 17 maintenance bays, various repair shops, classrooms, offices and an operations area. Although the coach yard has ultimate capacity for 135 buses (not all of the yard has been developed), only the South County fleet of ten buses plus spares (Watsonville local lines and half of the buses on 71-SANTA CRUZ-WATSONVILLE VIA SOQUEL DP. and 93-SANTA CRUZ-WATSONVILLE EXPRESS) began operating from the new site. This additional yard capacity relieved the overcrowded conditions at the Santa Cruz Base which had necessitated parking buses along Golf Club Drive across from the Base on River St. and adjacent to the city maintenance shops and leasing a small storage yard on Vernon St. The "ribbon cutting" ceremony at Watsonville was accomplished when Superintendent of Fleet Maintenance Joe Portilla drove Gillig Phantom 30TB96 #8068, SCMTD's newest bus, thru a ribbon stretched across one of the maintenace bay doorways. In other news SCMTD offered free shuttle service from the Metro Center thru downtown to the Municipal Wharf for the Wharf Celebration (the opening of a new complex of shops and restaurants near the outer end of the Wharf) in December and a free Christmas Santa Bus on December 20-24 from 1000AM to 600PM on different routes throughout the day. 40-DAVENPORT-NORTH COAST BEACHES added its annual winter time extension (through April 30, 1985) to the elephant seal breeding grounds at Ano Nuevo State Park (5 midday trips weekdays, 14 daytime trips weekends).

SUPER BOWL XIX SPECIAL SERVICE

STANFORD UNIVERSITY: Final reports indicate that more than 30,000 of the 85,000 attendees at Super Bowl XIX in Stanford Stadium on January 20 used public transit for part of their trip and another 40,000 shared the ride to the game in 920 charter buses, 550 recreational vehicles, 150 vans and more than 600 limousines. As a result, bumper to bumper traffic jams were avoided and naerly half of the 10,000 parking spaces provided on the Stanford University campus for cars were never used. SANTA CLARA COUNTY TRANSIT (CT) carried 2100 on expanded regular service and 1000 on the special routes provided from the regular 49er Park & Ride lots throughout the county and from San Jose and Palo Alto airports. SAMTRANS carried 10,000 riders in 125 buses from five points around San Mateo County including a special parking lot established for the game at Bay Meadows Race Track in south San Mateo and another 885 people in 19 charter buses. CALTRAIN ran six special express trains from San Francisco to Stadium Station (Embarcadero Road) within walking distance of the Stadium, at a premium round trip fare of $2h, resulting in a 50 per cent increase in ridership on the SAN FRANCISCO-SAN JOSE commute line for the day. Most of the CALTRAIN riders used MUNI service to travel to and from the 4th & Townsend depot in San Francisco. Finally, BART ran extra long trains to accommodate more than 3000 additional riders. Such successful planning and execution in moving masses of people for this special event undoubtedly will be a positive factor in attempts to secure future Super Bowl games for the Stanford site.

NATIONAL CITY TRANSIT (NCT)

NATIONAL CITY: Beginning February 17th service on the Sunday only Line 60h-30TH STREET-SWEETWATER ROAD-PLAZA BLVD. was increased from hourly between 700AM and 700PM using one bus to 60 minutely between 800AM and 1000AM and half hourly from 1000AM until close of service about 700PM using two buses. NCT is now using a fleet of eight Bluebird City Birds painted white and blue with black windows seating 28 passengers, wheelchair lift equipped and air conditioned. These buses replaced a fleet of ten Flxible New Looks, leased from the MTDB which were purchased used from the REGIONAL TRANSPORTATION DISTRICT in Denver. Three of the Flxibles are still at NCT and at least two can be used as back up buses if need be.

COUNTY TRANSIT SYSTEM (CTS)

EL CAJON: CTS also has a fleet of new buses placed into service in March, nine Orions including seven 30 foot units seating 30 passengers and two 35 foot buses seating 39 passengers. Each bus is lift equipped, air conditioned, has openable windows, one piece headsigns, two tone orange fibreglass seats with padded inserts and "Stop Requested" signs. The buses have white bodies with black window treatment and an yellow over orange over brown belt rail. They are numbered 001 through 009. The new Orions replaced a fleet of leased GMC TDH4519s/T6H4521As and T6H4523As, many former AMERICAN TRANSIT CORPORATION buses from various properties.

CHULA VISTA TRANSIT (CVT)

CHULA VISTA: CVT is the third San Diego area property to receive new buses and these are also Orions including nine 30 foot units and two 35 foot units, all lift equipped and air conditioned replacing buses from the AZTEC BUS LINES fleet (current contract operator of CVT service). These buses are also numbered beginning 001 through 011. The fleet is painted with white roof, black windows, maroon below the belt rail with blue trim. Inside the buses have red and blue fibreglass seats with padded inserts. For the first time in several years bids were solicited for the contract operation of the six route CVT system and there were several bidders. AZTEC, the current provider, and COMMUNITY TRANSIT SERVICES, INC. have been narrowed down to the final applicants and the city will soon decide who will be the provider beginning July 1st. ABL has been operating CVT, formerly CHULA VISTA CITY LINES, since the city sponsored operation began back in 1970.

SUPPOPT WTS BY ATTENDING THE MONTHLY ENTERTAINMENT MEETINGS THE SECOND SUNDAY OF EACH MONTH AND BY SENDING IN NEWS EVENTS OF TRANSIT HAPPENINGS IN YOUR AREA TO WESTERN TRANSIT.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: April 14th brought a number of operational changes including a reduction of weekday service hours on selected lines and a redeployment of service hours on Saturday. In addition Line 70-LOS ANGELES-EL MONTE VIA GARVEY AVE and 71-LOS ANGELES-CITY TERRACE-SYBIL BRAND were changed as follows: 70 is operated directly along Marengo Street and not deviate into the USC Hospital Out Patient Clinic, Line 70 Owl service (70A) operates between Spring & 7th (Los Angeles) and El Monte Station via Sybil Brand Institute, Line 71 operates via the Out Patient Clinic weekdays only and all 71s will operate via Wabash Avenue and City Terrace to Sybil Brand Institute with peak hour trips no longer operating to/from El Monte. Line 464-FULLERTON-LOS ANGELES PARK/RIDE was transferred from Division 9 to Division 10 along with buses 1031-1047 (T8H5307As) and Line 605-WESTWOOD SHUTTLE was moved from Division 7 to Division 3 along with the three 4100 series Carpenters assigned.

Concerning Carpenters, 4100-4131 have rear door lifts while 4132-4161 have front door lifts and the buses has been expanded to several more lines. 4100-4107 to Division 9 for 176-GLASSELL PARK-ALHAMBRA-EL MONTE and 265/275-PARAMOUNT BLVD-WHITTIER-CERRITOS; 4108-4131 to Division 3 for the 176, 601-PASADENA MINIRIDE, 602-CHINATOWN-TRANSAMERICA CENTER and 605-WESTWOOD SHUTTLE; 4132-4143 to Division 16 for 192/194-ARROYO-NO. WHITE-SO. TOWNE-ARROW HIGHWAY; 4144-4150 to Division 9 for 185-HACIENDA BLVD-IRWINDALE-ARROW HIGHWAY and 271-WHITTIER-HAWAIIAN GARDENS and 4151-4161 to Division 12 for 128-ALONDRA BOULEVARD and 147-SAN PEDRO-BARTON HILL-PARK WESTERN PLAZA.

Pasadena's City Directors recently voted to approve spending an additional $115,000 in Proposition A funds to continue funding operation of Line 601-PASADENA MINIRIDE until August. City officials continue to work on ways to promote the shuttle in efforts to increase patronage of the midday service. All RTD monthly passes are now valid for fare on Line 601.

The RTD Board has accepted an offer from Neoplan USA to replace the structural A frames on the 3300-3714 series Neoplan buses starting with those which have developed cracks. It will take about one year to replace all the frames at the rate of three per day and Neoplan will pay all costs. During January RTD Directors had voted to explore the advisability of taking legal action.

Over the last several months RTD negotiators have been conducting contract negotiation talks with representatives of United Transportation Union representing bus operators, Amalgamated Transit Union representing maintenance personnel and the Brotherhood of Railway, Airline and Steamship Clerks representing clerical positions. At press time there was a new BRAC contract which included certain wage increases, COLAs and improvement in work rules. There was also a new agreement with UTU which would run for 41 months, the longest in RTD history, and includes an immediate 21¢/hour wage increase with an additional 55¢/hour over the next three years and added health and retirement benefits. Part Time Operators will be permitted to work a maximum of 30 hours per week (up from current 25) including Saturday and Sunday. Prior to that happening RTD must provide a minimum increase of 25% more regular and relief Saturday and Sunday assignments off on a division basis. A new type of operation may also begin during the life of the contract. In the event RTD loses 20% of current federal funds they shall have the right to create Business Development Operating Facility for the purpose of contracting with cities or the county to provide replacement transit or new transit service funded by Prop. A funds. All bus operator work at BDOFs would be provided by Part Time Operators limited to no more than ten hour per week of such work. All business development operation will be conducted from facilities which are not part of the regular operating divisions. Regarding the maintenance contract with ATU, a last minute dispute over the interpretation of a clause regarding how increases for cost of living adjustments would be determined caused ATU officials to seal the ballot boxes containing the labor contract vote until the issue was resolved and ATU President of Local 1277 Jerome C. Long has suggested that there is a strong possibilitiy of a strike by the maintenance employees.

* MAY 1985 WESTERN TRANSIT

PROPOSED INTRA COMMUNITY TRANSIT SYSTEMS

LOS ANGELES: The POMONA VALLEY TRANSPORTATION AUTHORITY, comprised of the cities of Claremont, La Verne, Pomona and San Dimas, is presently seeking bids for operation of a sixteen vehicle public transit system including Dial A Ride and fixed route service beginning in mid November with management of the existing GET ABOUT TRANSPORTATION elderly and handicapped service added to the contract by July 1, 1986. This is proposed to be a three year contract.

The Whittier City Council has awarded TRANSIT CONTRACTORS (ATE Management/Wilmington Cab Company a contract to operate the two route, five bus intracity fixed route system within the city with a proposed start up date of July 8th. The contractor will be responsible for supplying five 1985 Ford/Escort II small buses, the operating facility and all operating personnel. The firm will be based in City of Industry. Adoption of a fare structure, an operating name and a logo are presently under consideration.

The Manhattan Beach City Council has approved a contract with the City of Hermosa Beach to share the expense of a commuter bus to the El Segundo Employment Center. The route would begin at the Hermosa Beach southern boundary of Herondo Street and travel north along Hermosa Avenue, continuing through Manhattan Beach on Highland and turning east on Rosecrans and looping through the ESEC along Sepulveda and El Segundo Boulevards.

Also in the South Bay, the Redondo Beach City Council issued a temporary business license, which expires on December 31, 1985, to American Trolley Lines to operate two buses, which will resemble old fashioned trolleys, along a route that will include stops at the Rivera Village, the Harbor/Pier area, the Aviation Boulevard shopping district and the South Bay Galleria (the new name of the remodeled and expanded South Bay Center). The trolleys would operate on Tuesdays through Sundays between 10AM and 6PM and they would be driven by customed drivers.

The no fare SHOPPER HOPPER is coming to South Pasadena, at least on a temporary basis. Fair Oak Avenue in downtown South Pasadena is being rebuilt and the SH will be designed to deliver passengers to stores and other businesses because curb parking will be prohibited during the reconstruction. The route starts in the parking lot at State and Grevelia (site of the Ole's Store which recently burned down) and travels Fair Oaks to Mission, thence via Brent, Monterey, Mound, El Centro, Palm, Mission and Fair Oaks to the origin point.

THE FAIRFAX TROLLEY (TFT)

LOS ANGELES: Beginning April 11th the former 50¢ fare was lowered to 25¢ in an effort to stimulate ridership. In addition, RTD Monthly Passes for senior citizens and handicapped persons also began to be honored. Previously the TFT, which began operating last October 29th, revised its routing to originate/terminate at Fairfax and Melrose traveling south to 3rd Street going thru Farmers Market, 3rd Street, Robertson Boulevard, Beverly Boulevard, San Vicente Boulevard and Melrose Avenue to Fairfax. The red and green bus has been attracting 90 passengers a day and a goal of 150 daily riders by the summer has been set.

TRAVIS EXPRESS, INC. (TEI)

TRAVIS AFB: TEI is the new operator for service formerly provided by GREYHOUND LINES, INC. between Travis Air Force Base, Oakland International Airport, San Francisco at the Downtown Airlines Terminal and San Francisco International Airport. On weekdays eight round trips connecting all the points are operated between approximately 430AM and 200AM on about a 2½ hour headway using two buses. On weekends and holidays five round trips are provided between 430AM and 1000PM and the way the schedules are designed two buses are necessary on these days as well.

TRY TO ATTEND THE MONTHLY ENTERTAINMENT MEETINGS THE SECOND SUNDAY EACH MONTH IN PASADENA AT 272 ALPINE STREET. MEETINGS BEGIN AT 730PM. ALL MEMBERS AND GUESTS ARE WELCOME.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Via Metropolitan Transit	585-586	MCI	MC9/CP037374-37375	
Goodall Chtr Service	1961,1984	TMC	MC9/EP00404093,0404095	
AC Transit	(1400-1437	Gillig	4096TR6V92/80839-80876	
	(1438-1465	Gillig	4096TR6V92/80927-80954	
	(1466-1468	Gillig	4096TRLTA10/80955-80957	Cummins L-10s
	(1469-1483	Gillig	4096TR6V92/80958-80972	
	(1500-1549	Gillig	4096TR6V92/80877-80926	
Sunline Transit Agency	(1475-1482	Gillig	4096TR6V92/81066,81067,81065,	
	(		81068,81070,81069,	
	(		81071,81072	
Grays Harbor Transit	unkn	Gillig	4096TR6V92/80779-80783	
Butte Transit System	unkn	Gillig	4096TR6V92/80977-80998	
Utah Transit Authority	unkn	Gillig	3596TR6V92/81035-81062	
Dallas-Fort Worth Airport	no numbers	Gillig	3096TR6V92/81074-81094	
Austin Transit System	1001-1025	Gillig	4096TR6V92/81174-81198	
-USED-				
Travel With Us	no number	Flxible	F2DV8C-401-1/52571	PTD 6054
Golden Gate Tours of S.F.	290	GMC	SDH5302/034	HOUTRAN 290
Mexicoach	25	GMC	TDM5303/058	ATS 9654
Americoach	75	Prevost	2P9L/E1001810	Apple Tours 200
Goldfield Stages	524	MCI	MC5A/U5435 S5075	GLW 2844
Colorado Charter Lines	(106,107,	MCI	MC7/10920/8735, 11429/9251	Mid America 106,
	(110		/12192/10089	107,110
Southwest Coaches	(311-312	MCI	MC8/S12150/U31408,	Nava Hopi 83
	(		S12151/U31409	Nava Hopi 84
-DISPOSITIONS-				
Municipal Railway of S.F.	4030-4054	Gr/Flx	53102-8-1/91238-91262	to Hausman Bus Sales
AC Transit	8001-8003	Flxible	53102-8-1/60601-60603	to Royal Hyway
	8007 II	"	/62166	Tours (Alaska)
	8011,8018,	"	/60611,60618,	"
	8020-8021,	"	/60620-60621,	"
	8025,8027-8029	"	/60625,60627-29	"
	8032,8034	"	/60632,60634	"

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WT STAFF

Editor Edmund Buckley

Senior Staff Jack Perry
Warren F. Quon
John McKane
Scott Page

Reporters Eli Bail
Craig Barnes
Neil Bjornsen
Bob Burrowes
George Geyer

WTS OFFICERS AND ADDRESSES

Business Office 1709 Elevado
Arcadia CA 91006

Editorial Office 1506 West Nottingham Lane
Anaheim CA 92802

Meeting Location 272 Alpine Street
Pasadena CA 91106
Second Sunday each month
beginning at 730PM

MISSING IN ACTION: Looking for RTD Bus 7179, Flxible, 111-CC-C3-1/54971, License E575396
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